



HILLS.

# NORDDEUTSCHER LLOYD,

BREMEN.

## IMPERIAL GERMAN MAIL LINES.

	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"DERRYLINGER" Capt. G. Meiners	WEDNESDAY, 19th May, at Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"LUTZOW" Capt. C. Dowers	About WEDNESDAY, 19th May.
MANILA, YAP, FRIEDRICH WILHELMSHAFEN, SIMPSON-HAFEN and SYDNEY	"MANILA" Capt. E. Gathmann	FRIDAY, 21st May, Daylight.
YOKOHAMA and KOBE	"PRINZ VALDEMAR" Capt. F. Iscke	About SATURDAY, 22nd May.
KUDAT and SANDAKAN	"BORGEOIS" Capt. F. Sembilli	Beginning of June.

For further particulars, apply to

**NORDDEUTSCHER LLOYD.**  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 14th May, 1909.

## MESSAGERIES MARITIMES.

### FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.  
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, SYDNEY	Rebuffat	... 24th May, P.M.	
MARSEILLE, VIA PORTS	OCEANIEN	Sellier	25th May, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	TOURANE	Lancelin	7th June, P.M.
MARSEILLE, VIA PORTS	POLYNESIEN	Broc	8th June, at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £7.10 up to £7.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,  
AGENT,  
QUEEN'S BUILDINGS.

Hongkong, 17th May, 1909.

## MESSACERIES CANTONAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAU," 1,000 tons, 14 knots.  
S.S. "CHARLES HARDOUIN," 1,000 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.  
Departure from Hongkong at 10 P.M. (Saturdays excepted).  
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Lights and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamian.

For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents

BARRETO & CO., Hongkong.

Hongkong, 9th October, 1908.

## HONGKONG-MANILA- ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Slevert	MANILA	Immediate despatch.

For freight or passage, apply to

BARRETO & CO.,  
Agents.

Hongkong, 6th May, 1909.

## Intimations.

### THE YOKOHAMA DOCK CO., LTD.

#### No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

#### No. 2 DOCK.

Length inside, 875 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and its attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roots, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

## THE MONEY MARKET.

### RISE IN SILVER FAVOURABLE TO THE STRITS.

Messrs. Samuel Montagu and Co. write as follows, under date April 15:—

Austria continued in the market for bar gold and secured the bulk of the £580,000 disposable, although there was some competition for France, owing to the fall in the exchange.

Withdrawals were made from the Bank of England as follows:—

April 8, £100,000 in sovereigns for South America, and £5,000 in sovereigns for Brazil.

The Bank received the following amounts:—

April 10, £5,000 in sovereigns from Australia, and April 13, £9,000 in sovereigns from Malta. The net efflux is £187,000 during the week.

For more than a month past China, whose export trade seems to be waking up, has been the principal support of the silver market and purchases for that quarter were the main cause of the advance in price this week. Actual fresh shipments are not large: the German steamer on Tuesday carried under £50,000 to China; but the German steamer of a month previous has carried her cargo of £170,000 past Colombo without transhipping to India.

### PRICE OF COTTON.

The continued rise in the price of cotton is favourable to the realisation of the large stocks of piece goods held in China and the Straits. The stocks of these goods on the spot are ample, and until these are replenished, imports will be limited, and failing to counter-balance exports, silver will be called for, notwithstanding that the stocks of this metal are considerable. Turning to India, the prospects of bazaar demand are not as yet bright enough to encourage optimistic views; on the other hand, pessimistic conclusions should not be drawn, for the following reasons:—The market for silver in the last quarter of 1907 passed through a crisis of the first magnitude, caused primarily by the failure of the South-West Monsoon in India. Previous to that, the prosperity of that country was striking—the total combined exports and imports rose steadily each year, from 198 crores in 1896-7 to 362 in 1907-8—10 years without a check. When the wave of prosperity broke in 1907, a period of exhaustion intervened, until economic forces impelled a fresh wave forward. It must not be overlooked that India's material progress must be reckoned as an incoming tide, and the breaking of a wave is, after all, only an episode in the advance.

### DRAFFTS AND TTS.

India is now in some such condition. The harvests, though not poor, contrast unfavourably with those of the booming years before 1907; but, given a period for recuperation, the future is not likely to disappoint the sanguine. Meanwhile, silver is held back from any substantial advance, and the occasional tendency to fall is checked by the effect of such decline on China trade and the restraining hand of America—slow to sacrifice silver with a fear of diminished supplies at each reduction in price.

One possibility of the utmost consequence lies on the knees of the gods, viz.: whether in a similar crisis to that of 1907 the Indian Government may take steps of a radical character to prevent the import of silver as a commodity on such a huge scale as to compete with the sale of Government draft and T. T., and thus prevent a similar embarrassment in maintaining the equilibrium of exchange, to that which occurred in 1907 and the subsequent year. Cobalt shipments last week were 1,270,000 pounds of ore. At the last moment, a few bazaar orders have dropped up for Bombay and there was a premium of 1/16 for prompt shipment in consequence. The quotations are 23/9/16d. for cash and two months are 24/ above those quoted in our last letter.

### QUOTATIONS.

Quotations for bar silver per oz. Standard. April 10-23/7/16d. cash. 23/7/16d. 2 months. April 13-23/9/16d. " 23/9/16d. " April 14-23/9/16d. " 23/9/16d. " April 15-23/9/16d. " 23/9/16d. " Average for the 23/531 " 23/531 " week. Bank Rate ..... 1 per cent. Bar Gold per oz. Standard ..... 77a/9d. French Gold Coin per oz. ..... 76a/4d. German Gold Coin per oz. ..... 76a/4d. United States Gold Coin per oz. ..... 76a/4d.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

## WEATHER FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

### METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and DRUM below indicates a Typhoon to the South-West of the Colony.

7. A BALL indicates a Typhoon to the West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

### URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

### NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being given by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

### SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock. Aberdeen. Wai Lam. San Ki Wan. Stanley. Tai Kung. Cape Collinson. Sheung Wan. Tai Po.

This will indicate that there is a depression somewhere in the U-shaped bay and that a Storm Warning is hoisted in the harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light houses.

J. G. F. 1909. Director.

## Notice of Firm.

JARDINE, MATHESON & CO., LTD.

IT is hereby notified that Mr. JOHN JOHNSTONE has been Authorised to sign on behalf of our Company "Per Procuration" as from this date.

JARDINE, MATHESON & CO., LTD.

Hongkong, 15th May, 1909.

## Intimations.

INSURANCE MAN seeks Engagement for 28 years' experience with Leading Fire Companies. Open for Hongkong or China Coast ports. No objection to shipping or retail stores.

### Applies—

"VICTOR,"<br

## Intimation.

**Powell's**  
Furnishing  
Department

**ALEXANDRA**  
**BUILDINGS.**  
(FIRST FLOOR)

**CHINA.**

We are now showing our new "ART" TOILET SETS in four lustrous art glazes.

**CRUSHED**  
**STRAWBERRY**  
**CELESTE BLUE**  
**BRONZE GREEN**  
and  
**ORANGE**

AT 9.75 per set of  
6 pieces.

also a useful and artistic  
WHITE and GOLD SET

AT 7.50 per set of  
6 pieces.

We are offering our customers the unique advantage of being able to purchase any single piece of either of the above toilet sets, to replace breakages.

**CURTAINS.**

Our range of summer curtains is now complete with new and select patterns, from the lowest priced SCOTCH LACE to REAL SWISS at prices to suit every income.

**THE "POLO"**  
**SCOTCH LACE**  
4 YARDS LONG

AT 5.00 per pair

is strongly recommended as a strong and inexpensive, good washing Curtain, in white only.

We also Stock these Curtains at 6.25, 7.50, 8.50, 10.00, 12.50, 15.00, and 18.50 in white and ecru and in a large variety of designs.

Our MUSLIN CURTAINS comprise all the latest styles, in Plain, Frilled and Bordered, Madras in white and ecru

**WHITE & FIGURED**  
**BOOK MUSLINS.**

**FRILLED COIN**  
**SPOT**  
**BOOK MUSLINS**  
and  
**EMBROIDERED**  
**SWISS.**

**POWELL'S**  
**ALEXANDRA**  
**BUILDINGS.**  
and  
28, Queen's Road.

Hongkong, 18th May, 1909.

**For Sale.****FOR SALE.**

Just Unpacked  
A ASSORTMENT OF  
**FLOWER SEEDS**  
FROM LONDON PAR LAST ENGLISH MAIL,  
Also  
**BEST AMERICAN**  
**SUGAR CORN SEEDS**  
FROM CALIFORNIA  
ALL IN PACKETS,

## 10 Cents each.

Apply to—  
**GRACA & CO.**,  
No. 27, Des Voeux Road.  
Hongkong, 18th May, 1909.

**FOR SALE.****"ADLER"**  
**TYPEWRITERS****THE PERFECT VISIBLE.**

The latest 1909 Model No. 7 with the latest improvement, the lightest touch, the strongest and the best ever produced.

We sell our Adler under our guaranteed terms.

A few lines will bring the Adler to your office free trial.

We sell various makes of second-hand Typewriters

AND

Rent out by day or week.

**REPAIR IS OUR SPECIALITY.****DRAGON CYCLE**  
**DEPOT,**

33-35, Des Voeux Road, Central;  
Hongkong.

**GREEN ISLAND CEMENT COMPANY,**  
LIMITED.

**PORTLAND CEMENT.**

In Casks of 375 lbs. net \$5.50 per Cask  
ex Factory.

In Bags of 50 lbs. net \$8.45 per Bag  
ex Factory.

**SHEWAN TOMES & CO.,**  
General Managers.

Hongkong, 18th August, 1909.

**LEE YEE**

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

**CIGARS, CIGARETTES**  
AND

**TOILET REQUISITES**

FOR SALE

11, D'AGUILAR STREET,

HONGKONG.

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**FURNITURE WAREHOUSE.**

**LI KWONG LOONG & CO.**

CARPENTER & ART DECORATORS

from Shanghai, has re-opened their  
FURNITURE STORE

No. 30, DES VOEUX ROAD CENTRAL.  
The only shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE  
of every description can be made to  
order in any design required.

Have been patronised by the Hongkong  
Club, Hongkong Hotel, Telegraph Co.,  
Messrs. A. S. Watson & Co., firms and other  
leading Establishments in the Colony, to  
whom reference can be made as to the  
Superior Workmanship and Materials of the  
Furniture, &c., supplied.

Measure A. S. Watson & Co., Ltd., write as  
follows—

"We have pleasure in stating that Mr. Li  
KWONG LOONG furnished the Annex  
to our Dispensary and gave us every satis-  
faction."

(Sd.) A. S. WATSON & CO.  
25th May, 1909.

ORDERS punctually attended to, and  
CHARGES most moderate.

A. S. WATSON & CO.  
25th May, 1909.

28, Queen's Road.

Hongkong, 18th May, 1909.

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**FIGHTING MALARIA.****PROFESSOR ROSS'S REPORT ON MAURITIUS.**

[Report on the Prevention of Malaria in Mauritius, by Ronald Ross, D.P.H., F.R.C.S., London, Waterlow and Sons, Ltd., 1908.]

We have received a copy of the "Report on the Prevention of Malaria in Mauritius" by Professor Ronald Ross, the well-known authority on tropical medicine. At the suggestion of the Earl of Elgin, then Secretary of State for the Colonies, Professor Ross visited Mauritius in November, 1907, remaining until February, 1908. On his return he wrote the report which bears the date of June, 1908.

## THE HISTORY OF THE DISEASE.

Professor Ross starts off with a general history of malaria, which the ancients knew well. They knew that it occurs in several different forms; that it tends to be most prevalent in the vicinity of marshes; and that it may be reduced by drainage. It was not until 1640 that the specific remedy for the disease—quinine or Peruvian Bark—began to be known in Europe and it was again not until 1820 that quinine was extracted from this substance. The ancient theory that the disease was caused by noxious effluvia from marshes—amplified by scientists at the end of the seventeenth century—gave rise to the name "malaria", implying that the disease is due to bad air. This, of course, was purely conjecture, a plausible attempt to explain the fact that intermittent fevers are certainly connected with marshes. When fevers were found to occur in places where there were no marshes, the theory of the "telluric miasma" was propounded. According to this the malaria poison exists not only in marshes but in certain soils, especially where there is much decaying vegetation, and any disturbance of such soil causes the poison to rush out and infect the neighbourhood. This view, we believe, is still strongly held by contractors and others who have done pioneer work in this country, though the weight of medical opinion is against it. It was not until after the science of experimental pathology had come into being in the middle of the last century that it was proved that malaria is caused by an organism existing in the blood. In 1880 the organism itself was discovered, and subsequent researches gave the medical world exact and detailed information regarding the processes which cause the disease in man. The problem, however, still remained of ascertaining the route by which the parasites enter the human body. While attempts were being made to solve this problem, a very old hypothesis was revived.

## ORIGIN OF THE MOSQUITO THEORY.

It was stated centuries ago in certain religious books of Ceylon that mosquitoes can produce fever, and the same idea occurred to several men of science. The solution of the problem was attempted by Professor Ross's own work commencing in India about 1891 and not concluded until 1899. "It became early apparent," says the Professor, "that the old hypothesis of an aerial miasma was not tenable, simply because the disease was frequently too local to be assigned to any widely-diffusible poison." In 1895, therefore, Professor Ross commenced an experimental study of the mosquito hypothesis. Eventually he succeeded in growing the malignant parasite of man in mosquitoes of the sub-family Anophelinae. The following year the life history of the whole group of these parasites was worked out, and the "wonderful and unexpected result" obtained that the malarial infection takes place through the proboscis of the mosquito. By the end of 1898 Professor Ross's work had been verified by other investigators, and experiments have proved that besides malaria *filaria bancrofti* (the worm that causes elephantiasis) and yellow fever are carried by mosquitoes, while dengue and some other fevers may perhaps be added to the list.

## METHODS OF PREVENTION.

When Professor Ross started to improve the methods of preventing malaria, little was known about mosquitoes. His Indian researches showed that mosquitoes live for a month or more, even in captivity, that the commonest mosquitoes in the tropics nearly always belong to three groups—*culex stigmatoptera* and *anopheles*—easily distinguishable, that all mosquitoes tend to abound most nearest to their breeding-places, and can with certainty be reduced in numbers by appropriate measures directed against the latter, and that while the first two groups breed principally in artificial collections of water (in the tropics), the Anophelinae breed principally in natural collections of water. This last discovery explained the connection between malaria and marshes, and justified the ancient method of reducing malaria by drainage. At the same time this method was made simpler, cheaper and yet more exact by the knowledge that it was only necessary to drain those waters which breed Anophelinae. Professor Ross, during his first visit to Sierra Leone in 1893, proposed to free towns of malaria by the simple process of clearing them of mosquitoes by destroying the breeding-places of the insects. It was not until three years later that he got a trial for his method. In his own words:—

At last, in 1901-2, it was put into practice at my visits to Sierra Leone and Ismailia, in the latter place with the most brilliant success; and was also used with good results in the Federated Malay States by Dr. Malcolm Watson, . . . . Like Listerism, however, the idea has spread slowly, and the practice more slowly still.

Other methods—quinine, protection of houses by wire-gauze, etc.—have been tried and successful results obtained, but Professor Ross considers that the conditions in the tropics are as a rule more favourable for the radical measure of drainage.

Professor Ross concludes Part I of the report with a compendium of facts regarding malarial fever.

In Part II of the report he deals at length with the question of malaria in Mauritius, and concludes this section with a summary of facts regarding the amount of malaria in that Colony.

## AN APPEAL.

THE SUPERIORITY of the ITALIAN CONVENT, CAINE ROAD, begu most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that they will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Caps and Collars reviewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiors will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

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WATER, and DUST TISSUE.

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**Intimations.**

## A SILLY SAYING.

"It is a common but silly opinion prevailing among a certain class of people that the worse a remedy tastes, smells or hurts, the more efficacious it is." So says a well-known English physician. He further adds: "For example, let us consider cod liver oil. As it is extracted from the fish, this oil is as offensive to the taste and smell that almost everybody abhors it, and many cannot use it at all, no matter how badly they need it. Yet cod liver oil is one of the most valuable drugs in the world, and it is the greatest pity that we have not thus far been able to free it from those peculiarities which so seriously interfere with its usefulness." This was written years ago: the work of civilising and redeeming it—however, has since been triumphantly accomplished; and as a leading ingredient in the remedy called

## WAMPOLE'S PREPARATION.

the oil retains all its wonderful curative properties within bad smell or taste whatever. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and Extracts of Malt and Wild Cherry; creating a medicine of unequalled power for the diseases most prevalent and fatal among men, women and children. There is no other remedy to compare with it. It increases the digestive power of the stomach and in Blood Impurities, Weakness, Loss of Flesh, Throat and Lung Troubles, Nervous Dyspepsia, Scrofulous Affections, Thimess and Slow Development in the young; it gives quick and certain relief and cure. Dr. G. C. Shannon of Canada, says: "I shall continue its use with I am sure, great advantage to my patients and satisfaction to myself." Has all the virtues of cod liver oil; none of its faults. You may trust it fully; it cannot disappoint or fail. One bottle convinces. Sold by all chemists.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. CO.'s Steamer  
"OCEANA" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

## This vessel brings on cargo—

From London, &c., & S.S. Mooltan.  
From Australia & S.S. Mongolia.  
From Calcutta, & S.S. Sicilia.  
From Persian Gulf, & H.I.N. and B. & P. S. N. Co.'s Steamer.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th May, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.  
Hongkong, 12th May, 1909.

## NOTICE TO CONSIGNEES.

S.S. "BENLOMONT," FROM LEITH, ANTWERP, LONDON AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th May, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th May, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th May, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th May, 1909.

## NOTICE TO CONSIGNEES.

STEAMSHIP "ST. PATRICK" FROM NEW YORK.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted

## Advertisement.

A. S. WATSON &amp; CO.,

LIMITED.

ESTABLISHED A.D. 1841.

## CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

## Watson's HYGIENOL, AND BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teaspoonful to three gallons, makes a solution of the strength required for this purpose.

## HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint ..... 50 cents  
" " Gallon ..... \$2.00

A. S. WATSON &amp; CO.,

LIMITED,

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

remains to be done before the tunnel has been completed, but there is reason to believe that the excavation will be ready for use by the end of the year and the permanent way laid and the line opened by next May. To those who are of a mechanical and statistical turn of mind it may be matter of supererogation to recapitulate the details of the work at the tunnel, but there are others who may not be averse from having the official facts repeated and we submit them as briefly as may be. We quote His Excellency, who said: "The heading cost per foot in 1907 \$184, which has been reduced to \$70.04. The enlarging in 1907 cost \$275, which has been reduced to \$140.86; the breaking-in was \$221 and had been reduced to \$13.54. Now, if it were not for these very large reductions per lineal foot the excess would have been something I dread to calculate. Obviously it is beyond my personal control to see whether or not the estimate formed by the engineers is adequate. The staff which has been employed has been reduced wherever it has been possible to do without detriment to the efficiency of the work. The medical arrangements, which are practically carried out by Government, have increased enormously. Everything, in fact, that the Government has been able to do has been done. The cost of the tunnel—I speak of the big tunnel only; you will of course recollect that sum includes the smaller one as well as the large one—is estimated, as you will see in the report, at \$3,000,000. Its length is 7,212 feet, which works out at \$416 per foot; that is to say \$2,196,342 a mile; or in round figures about £200,000 a mile. If we add to that, charges for the permanent way and the shoring of the tunnel length and the general charges of the railway, you will see that the cost of this tunnel is not less than one-third of the general charges of the railway." Everything has been said that it is necessary at present to say with regard to the enormous expense of the undertaking and we do not desire to revert to a painful and depressing subject. But we should certainly like to hear the inside history of the tunnel and the experiences of those who have engaged in its construction. Vague rumours have been bruited abroad from time to time about the doings at Beacon Hill, but it is has been impossible, even if it had been advisable, to verify them. The main point is that the two ends have been connected after months and months of hard labour on the part of a large gang of coolies under the direction of skilled tunnellers from the home country. Are we to assume now that greater expedition will be shown in the construction of the other tunnels and the permanent way? The sooner the line is completed, the defective bridges repaired, and the strength of the culverts proved and passed, the sooner are we likely to find practical benefits accruing from this link which is to connect Kowloon with Canton. We have waited long and patiently for that desirable result, and we have yet to wait at least a year before regular traffic will be established to the frontier. If the engineering staff can secure that end within the time specified, the faults that have been recorded in the past may be partially condoned, and the good qualities of the completed undertaking elevated to the height of virtues.

## FOR MARINERS ONLY.

This article is primarily intended for mariners. As most master mariners are aware, the Hydrographic Office at Washington, U.S.A., is engaged in an immense work, which may be regarded as an addition to that undertaken by the British Admiralty. In brief it is to collect such local and incidental information regarding obstructions to navigation, news as to rocks, shoals, currents, etc., which can be incorporated in the existing charts. From what we can gather, the present aim of the Department is to present the navigator with such a compendium of facts relating to the North Atlantic and the North Pacific that his pilot charts will be a simple *guide-mus*. By the kindness of Captain Milroy, Director of the Nautical School and Superintendent of the Sailor's Home at Hongkong, we are enabled to give some idea of what is being done and, at the same time, to show how master mariners, who take a love in their profession, may assist a great and glorious undertaking. It is difficult for an outsider, raw to these technicalities, to know exactly where to begin. Let us start with the official letter to shipmasters. Therein it is stated that provided they co-operate with the U.S. Hydrographic Office, Navy Department, in supplying certain details which are set forth they will receive free of cost all the pilot charts, notices to mariners and hydrographic bulletins published by the Department. Nationality does not count, in this matter, for all is grist that comes to the mill, all is information to help the seaman. As an example of what we mean we take from the *Hydrographic Bulletin* the following: "Empress of Japan (Br. 1.), Captain Robinson—January 26 to 27, from (43° 30' N. long. 156° E. to lat.

Mr. W. G. Foster, of a son.

## MARRIAGE.

On May 14, 1909, at Shanghai, KENNETH MCKELVIE, eldest son of the late Andrew Mckelvie, of Shanghai, to EMILY ELLEN CLARK, second daughter of Mr. and Mrs. James Clark, of Shanghai.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 18, 1909.

## BEACON HILL TUNNEL.

It is with a feeling of intense satisfaction, that most readers will keenly participate, that we have been informed that at last the tunnel through Beacon Hill has been pierced, and an important stage in the work of constructing the railway line from Kowloon to Sam Chun has been reached. The piercing of the tunnel does not of course imply that the work has been completed, but it means that the calculations of the engineers, have been proved trustworthy, which, after the revelations made at the last meeting of the Legislative Council, is something to be thankful for. His Excellency the Governor, hinted at the meeting in question that it was hoped the headings would be through within two or three days and that hope has fortunately been realised; and at the same time he accorded praise to the tunnel superintendent, Mr. White, for having carried through the later operations with such expedition as to render this result possible. Much still

remains to be done before the tunnel has been completed, but there is reason to believe that the excavation will be ready for use by the end of the year and the permanent way laid and the line opened by next May.

To those who are of a mechanical and statistical turn of mind it may be matter of supererogation to recapitulate the details of the work at the tunnel, but there are others who may not be averse from having the official facts repeated and we submit them as briefly as may be. We quote His Excellency, who said: "The heading cost per

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Mr. Wm. Pearce, of the Sanitary Board, brought a charge against eleven men, in the Police Court, to-day, of trespassing on the message, to wit, 24, 26, 28 and 30, Chatham Road, Hongkong, the same being vested under the control of the Sanitary Department, without permission. The defendants pleaded guilty to the charge, and were fined \$5 each.

DRIVING a truck in a negligent manner along Des Voeux Road West yesterday and knocking down a coolie, causing injury to his feet, were the charges preferred against Hung Fuk, a washerman, in the Police Court, to-day.

After evidence was heard he charge of negligence was withdrawn, but defendant was ordered to pay the coolie \$3 as "medicine money."

In the Police Court, to-day, Ng Siu Wing, an unemployed seaman, and a married woman named Li Tai were charged with kidnapping.

Defendants were alleged to have stolen a ten-year-old child from the interior some days ago.

They brought the boy to Hongkong and, so it is reported, were about to dispose of him, when the police were called on the scene. The case was adjourned for a week for evidence.

A NEW issue of Philippine stamps has been printed by the Treasury Bureau at Washington, D.C. The denominations are the same as those formerly used but a change in the colouring has been made as follows:—Two centavos, deep yellow green; four centavos, carmine; six centavos, purple; eight centavos, light brown; 10 centavos, dark blue; 12 centavos, red orange; 16 centavos, olive green; 20 centavos, 25 centavos, blue green; 30 centavos, light ultramarine; 10 centavos special delivery, green.

PRINCE Pu Lun has asked the Grand Council to arrange for a meeting to discuss the opening of the Senate in Peking.

SIR Claude Macdonald, British Minister, at Tokio, will leave Tokio on the 22nd instant for home via Siberia, on furlough.

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VICEROY Teao Fang, at Nanking, has memorialised the Throne on the improvement he intends to effect on the Chinese waterways in the Shanghai City.

MR. O. G. Potter, Portuguese Consul-General, and Madame Potter left Shanghai on 15th inst. for home on long leave. During the six years that Mr. Potter has held office in Shanghai he has made many friends, and has exacted general respect by careful attention to his serious duties.

THE Prince Regent has told H. E. Grand Councillor Chang Chih-tung that compulsory

education is an important factor in constitutional reforms, and no delay should be made in enforcing it on any plies of local conditions or necessities. H. E. Chang has, therefore, ordered the provinces to re-report on a fixed time in which they can enforce a compulsory educational system.

Two months' hard labour was the sentence imposed on an unemployed barbers named Chan Sang, who was charged in the Police Court, to-day, with attempting to steal a gold hair-pin from a Chinese woman in Queen's Road Central, yesterday. Chan followed the woman for some distance, and when he thought the coast was clear, made a grab for the ornament. He missed, however, and was seized by a number of passers-by.

It appears from native reports that orders were given some time ago by the Viceroy at Tientsin to the salt compiler to organise a Blind School in the province. It is now proposed that an experimental institution should be formed at Tientsin on the model of Blind Schools in Japan. A provision of \$1,500 has been made from government funds for this object and competent instructors have been engaged. The course will comprise knitting, music, singing, fortune-telling, reading and dictation. Some thirty or more pupils have been enrolled and a report has been submitted to the Viceroy.

SIR CLAUDE Macdonald, the British Ambassador, called on the Vice-Admiral, Resident General in Korea, on 13th inst., and remained to luncheon.

AT a meeting of the directors of Messrs. Weeks & Co., Ltd., it was decided to recommend the payment of a final dividend of 6 per cent. for the year ended February 28, 1909.

THE Ministry of Agriculture, Industry and Commerce intends to add to its programme of reform measures the holding of a national exhibition in China in the 4th year of Hisian Tung.

THE Prince Regent's annual allowance of \$15,000 has been received by the Imperial Household Department from the Ministry of Finance and transmitted to the Regent's establishment.

THE Kiangsu Dock, working in conjunction with the local office of Messrs. John Brown & Co., Ltd., has secured an order for three tugs, boats from the Hailong Conservancy Commission in service on the Taku River.

The Prince Regent has instructed H. E. Hsi Liang, Viceroy of Manchuria, to pay special attention to river defence and land reclamation after his arrival in Mukden to take up office.

He also desires him to be peaceful in dealing with foreign affairs and to try not to err on the side of weakness or violence.

A PICKPOCKET, Chan Ng, was convicted in the Police Court, to-day. Chan was found guilty of stealing a leatherpurse, which contained \$5 in cash from Tam Siu Ming, a clerk, of 31, Connaught Road Central, in Queen's Road, yesterday. Sentence of six weeks' hard labour and six hours' stocks was passed.

THERE was only one case set down on the calendar for the May Criminal Sessions which opened in the Supreme Court, to-day, the Chief Justice presiding. The defendant in that case was a gunner of the R. G. A., by name Scar, and he was sent to gaol for two years, with hard labour, for committing an offence contrary to law.

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## Telegrams.

## "HONGKONG TELEGRAPH" SERVICE.

## MACAO BOUNDARY QUESTION.

## CHINESE COMMISSIONER DESIRES TO BE RELIEVED.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

Ko Yi-him, Chinese Commissioner for the delimitation of the Macao boundaries, has telegraphed to the Waiwupu asking that another Commissioner be appointed in his place.

## CHINA MERCHANTS' S. N. CO.

## DIRECTORS' MEETING SANCTIONED.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

The Ministry of Posts and Communications has sanctioned the request of shareholders in the China Merchants' Steam Navigation Co. to hold directors' meetings in accordance with the law relating to joint-stock companies.

The *N. C. D. News* learns from native sources that many shareholders of the above company desire that its management should be retained in the hands of the merchants and not turned over to the Yu-chuanpu, as was lately ordered by the Government. They have, therefore, elected Mr. Cheng Tso-chai, a former Director of the company, as a representative. Mr. Cheng has recently arrived at this port, and after consultation with the shareholders has addressed a joint telegram to the Yu-chuanpu praying that the company's management may be undertaken by the merchants.

## CANTON-HANKOW RAILWAY.

## THE FOREIGN LOAN.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

It is reported that the loan for the construction of the railways from Canton to Hankow and from Hankow to Chengtu will be participated in, in equal shares, by Syndicates representing England, Germany and France.

## NORTHERN RAILWAYS.

## PERIOD FOR COMPLETION.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

In a memorial to the Throne the Ministry of Posts and Communications has fixed the periods for the completion of the Nanking-Kiukiang Railway to two years and of the Wuhu-Hankow Railway to four years, respectively.

## MINING IN HONAN.

## FOREIGN AND CHINESE DIFFERENCE.

[By courtesy of the "Sheung Po."]

Honan, 17th May.

A certain foreign syndicate or company, which has acquired the right of selling coal in the interior, has deprived the people of certain other privileges with the result that the gentry and merchants have been greatly put about.

A mass meeting was to be held in the capital of Honan Province to discuss the best method of retaliation.

## FLOODS NEAR AMOY.

## IN-PENG DISTRICT THREATENED.

[By courtesy of the "Sheung Po."]

Peking, 17th May.

The river in the In-peng district has risen very high.

It is feared that a catastrophe will overtake the district.

Steps have been taken to guard against the impending floods.

## SUSPECTED ROBBER ARRESTED.

## ACCUSED OF MALPRACTICES IN CHINA.

The police, yesterday, arrested a man, giving the name of Li Tsueung, who is accused of the commission of the crime of armed robbery in the interior of China some months ago. The suspect, who is a cook by trade, resided at 4, Tai Wong Lane, and it is alleged that on the 16th December last, in company with several others, broke into the house of a man named Sui Cheung Chou, in the Nam Ki village, Pus U district. The robbers, it is asserted, ransacked the premises, and seriously injured one of the inmates, who refused to obey the order to keep quiet. The suspect was arraigned on the extradition charge in the Police Court, to-day, and, pleading not guilty, the case was adjourned for a week.

## KAIPING COAL.

## DEMONSTRATION IN DOMESTIC ECONOMY.

As a substitute for firewood and rice-straw for domestic purposes amongst the Chinese, the Chinese Engineering and Mining Company are introducing the No. 1 Kaiping Slack Coal and already the scheme has prospects of much success. With but slight alteration the Chinese stoves at present in use can be made suitable for burning coal, and the advantages to be derived from the use of coal compared with firewood and rice-straw are cleanliness and cheapness—two very important factors. The scheme has been successfully introduced in Tientsin, and with the object of interesting the Chinese in it this settlement the Mining Company has opened show rooms at Nos. 18 and 19 Honan Road, reports the *Shanghai Times*, where demonstrations are given, to all who care to go there, of the use, and advantages of coal. A couple of stoves have been installed for the purpose, in which three fires are continually burning, and the average consumption of coal per day is estimated to be no more than 35 lbs., the cost of which works out at something like 13 cents. This is said to about half the cost of firewood and rice straw, the price of which is about 50 cents and 40 cents per picul respectively. The cost of the Company's No. 1 slack coal is 37.50 per ton. As an inducement for the Chinese to adopt the use of coal in place of other fuel, the Mining Company have made an offer to effect the necessary alterations to existing stoves free of cost. Already many Chinese have visited the showrooms and have been much impressed by what was demonstrated to them; and there can be no doubt but that the scheme will in the end prove entirely successful. The Chinese Engineering and Mining Co. is one of the largest and most influential concerns doing business in the Far East, and it is interesting to note that the average yearly output of coal from the Company's mines in Tongshan is something like one and a half million tons.

The bakers of Lisbon have sent 20,000 loaves to Benavente. Tents and shelters have also been despatched to the scene of the earthquake. King Manuel and the Ministers of Public Works and Marine, after visiting the injured, returned to Lisbon by motor-car.

Both Houses of Parliament to-day devoted their sittings to the consideration of relief measures, and a credit of 100 contos of reis (£10,000) was voted for the purpose.

The newspapers state that the first shock of the earthquake yesterday was only a slight one and vertical in its direction, but was followed by a second horizontal one much longer and more violent, lasting about six seconds in Lisbon.

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Lisbon.

The shock of earthquake and the subterranean rumblings have ceased throughout the affected district. The latest estimates show that 39 persons were killed and 100 wounded, while 120 are missing. Most of the victims are women and children and old men.

THE PHILIPPINES AND CHINA.

According to the *Asahi*, the Kanegafuchi Spinning Company has discovered that Chinese cotton yarn merchants at Shanghai, in conjunction with Chinese Spinning Companies, have been making much money by imitating its trade-mark. Fearing that any formal protest might bring about trouble similar to that caused by the *Tatoo Maru* affair, the Japanese Company is making efforts through some foreigners at Shanghai to put a stop to the imitation. The Chinese Commercial Minister is a friend of Mr. Buto, the Managing Director of the Kanegafuchi Company, and fully sympathises with the latter. It is therefore believed that the imitation will be stopped without much difficulty.

THE PHILIPPINES AND CHINA.

"While in Washington I am going to do

everything in my power to do away with the Chinese Exclusion Act as applying to the Philippines. At present the exclusion act is in full force against the Celestials in the Philippines and consequently these, the only people there who will really develop the country, are shut out."

Judge Alexander Luijzer, Assistant Attorney-General of the Philippines, was the speaker.

He was interviewed at Honolulu while bound for Washington, where he will do everything possible to aid in the pro-Philippine legislation which is now being urged. He stated that in addition to his regular agitation with regard to the coffee and sugar tariff, he would work strenuously for legislation that would allow the Chinese to come into the Philippines or be brought in under contract.

"The Filipino simply will not work. It is entirely against his way of thinking for a son of the soil to do any manual labour. The Chinese are the best developers of that country we have ever had there, and it is a crying shame that they cannot be even brought into the Islands under contract to do the work that the Filipino refuses to do."

"Last year I prosecuted over three hundred deportation cases. A registration act was passed which compelled all Chinese already in the Islands to register. Of course, there were very many in the ignorant class who never heard of the law, and, after a certain time, it became my duty to enforce the deportation act against them. I think it was a shame. These Chinese are the best people in the Orient, far and away the best workers. The Chinese Exclusion Act, of course, was never intended to apply to the Philippines in the first place, but was, with a number of mainland laws slapped on the insular possession without any consideration as to whether or not it fitted. Well, the Chinese Exclusion Act, in my opinion, does not fit. There are internal improvements worth several hundred thousand dollars to be done in the Islands within the next few years and without the help of the Chinese labourers I do not think they can ever be handled."

FORECAST.

Hongkong and Neighbourhood, 2, winds,

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2. Formosa Channel, same as No. 1.

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## ALLEGED COUNTERFEITER CAPTURED.

## ACCUSED OF PASSING FORGED BANKNOTES.

Last night, a coolie, who later gave the name of Chung Ho, walked into the box office of the Hongkong Cinematograph, and, depositing a \$10 bill, drawn on the Chartered Bank of India, called for five twenty-cent seats. The ticket man examined the bill carefully. He found it to be forged, but before he could question the coolie, the latter fled. He was pursued and captured, and when searched at the Central Police Station another spurious bill was found in his pocket. When interrogated as to where he obtained the bad bills, the man said: "I got them in the country." He was charged before Mr. J. H. Kemp, in the Police Court, to-day, with issuing counterfeit bills. He pleaded not guilty, and the case was remanded till next week.

## THE EARTHQUAKE IN PORTUGAL.

## SERIOUS LOSS OF LIFE.

Lisbon, April 25.

The earthquake shock was felt alarmingly in some and slightly in other parts of Lisbon at 5 o'clock on Friday evening. While tumbling chimneys and cracking walls caused no mortality in the city, the earthquake is now seen to have had a wider range than any shocks to recent years. Thirty-seven deaths are reported from up the Tagus, where very serious damage has been done, chiefly in the neighbourhood of Salvaterra, Benavente, and Samora, across the river, midway between Lisbon and Santarem. The church in Benavente has been completely destroyed, and in this village 30 persons perished. The church of Salvaterra was much injured, and a street in Samora, where seven persons were killed, is in ruins. The shocks, which in Benavente extended over three hours, were here lateral, but not vertical, and lasted from three to 15 seconds. Panic was caused as far north as Oporto. "Aid is being sent to Benavente from Santarem and Lisbon."

Lisbon, April 24.

Most of the houses in Benavente have collapsed, including the telegraph office. About 20,

have been killed here and many injured. The inhabitants spent the night in the fields.

In the village of Samora the damage is still greater. Almost all the residents are ruined. Fifteen have been killed, and a large number injured. At Salvaterra the walls of many houses have cracked, and two persons have been killed.

The bridge over the Tagus at Samora, the principal means of communication with Ribatejo, is damaged. Relief parties with supplies and freemen have arrived from Lisbon and Santarem.

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THE GOVERNMENT OF HARBIN.

## A WORKING AGREEMENT CONCLUDED.

Peking, May 12.

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The agreement emphasizes the intention of Russia to respect China's sovereignty rights.

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—N. C. D. News.

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## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S Royal Mail Steamship Line.  
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John or Quebec.
"EMPEROR OF INDIA"	"EMPEROR OF BRITAIN"
SATURDAY, MAY 22ND.	FRIDAY, JUNE 18TH.
"EMPEROR OF JAPAN"	ALLAN LINER.....
SATURDAY, JUNE 12TH.	FRIDAY, JULY 10TH.
"EMPEROR OF CHINA"	"EMPEROR OF IRELAND"
SATURDAY, JULY 3RD.	FRIDAY, JULY 30TH.
"MONTEAGLE"	"MONTEAGLE"
WEDNESDAY, JULY 14TH.	WEDNESDAY, JULY 14TH.

"Empress" Steamers will depart from Hongkong at 6 p.m.  
"Monteagle" 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 22 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe; also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "Oie Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port ..... 43.  
Via New York ..... 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. CANADA, GENERAL TRADE AGENTS,  
Corner Pedder Street and Praya (opposite Blake Pier).

## INDO-CHINA STEAM NAVIGATION CO., LTD.

## (PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI VIA SWATOW	WINGSANG	WED'DAY, 19th May, Noon.
KOBE	AMARA	WED'DAY, 19th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	KUTSANG*	THURSDAY, 20th May, Noon.
SHANGHAI	KIVONGSANG*	THURSDAY, 20th May, 4 P.M.
MANILA	YUENSANG*	FRIDAY, 21st May, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	LAI'SANG	SATURDAY, 22nd May, Noon.
SINGAPORE and SAMARANG	HOPSANG	TUESDAY, 25th May, Noon.
MANILA	LOONGSANG*	FRIDAY, 28th May, 4 P.M.

RETURN TOURS TO JAPAN (OCCURRING 24 DAYS).

The steamers *Kutang*, *Namang* and *Footang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yantze Ports, Gafao, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LTD., General Managers.

Telephone No. 61.

Hongkong, 18th May, 1900.

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## CHINA NAVIGATION CO., LTD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
HOIHOW & HAIPHONG	"SINGAN"	19th May, 9 A.M.
WEIHAIWEI, CHEFOO & TIENTSIN	"KUEICHOW"	19th May, 4 P.M.
SHANGHAI	"CHINHUA"	20th May, 12 M.
NEWHONGWANG	"KWEIVIANG"	21st May, 12 M.
SHANGHAI	"CHENAN"	23rd Daylight.
MANILA	"TAMING"	25th 3 P.M.
SHANGHAI	"YINGCHOW"	27th 4 P.M.
MANILA	"ANHUI"	30th Daylight.
MANILA	"TEAN"	1st June, 3 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	15th 4 P.M.
AUSTRALIAN PORTS		
Reduced Saloon Fares, single and return, to Manila and Australian Ports.		
DIRECT SAILING TO WEST RIVER, Twice Weekly.		
S.S. "LINTAN" and S.S. "SANJI".		

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

## SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chenan*, *Linan*, *Chinhua*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai, direct every Thursday and Sunday, taking cargo on through Bills of Lading to All Vessels and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.

Fares including wine:—single \$40, return \$70.

For Freight or Passage, apply to

BUTTERFIELD & SWIBRE,

Agents.

Telephone No. 36.

Hongkong, 18th May, 1900.

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## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and ship—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	8540	R. Rodger	MANILA	SATURDAY, 22nd May, at Noon.
RUBI	8540	R. W. Almond	"	SATURDAY, 29th May, at Noon.

For Freight or Passage, apply to

SHewan Tomes & CO.

CHINIA, MANILA.

Hongkong, 18th May, 1900.

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## SHewan Tomes &amp; CO.

CHINIA, MANILA.

Hongkong, 18th May, 1900.

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SHewan Tomes & CO.



## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIN &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PERCENT AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	£1,500,000 £14,500,000 £250,000	\$2,005,234	Final of £2 and bonus of 5/- for 1908 @ ex 1/8/- = \$1,024	58%	\$60 sales London £100
<b>MANUAL INSURANCES.</b>								
Canton Insurance Office, Limited	10,000	\$250	\$50	£1,500,000 £250,000	none	\$14 for 1907	72%	\$175
North China Insurance Company, Limited	10,000	\$15	\$5	Tls. 150,000 Tls. 301,747 Tls. 181,277	Tls. 160,512	Interim of 7/6 for 1908	54%	Tls. 104 buyers
Union Insurance Society of Canton, Limited	15,400	\$250	\$100	£1,500,000 £100,000 £101,148 £101,149	\$2,464,931	Final of \$17 making \$17 for 1907 and interim of \$10 for 1908	58%	\$845
Yangtze Insurance Association, Limited	15,000	\$100	\$60	£1,500,000 £100,000 £100,000	\$707,637	\$12 and bonus \$3 for 1907	78%	\$225 buyers
<b>FIRE INSURANCES.</b>								
China Fire Insurance Company, Limited	10,000	\$100	\$20	£1,500,000 £243,603	\$375,341	\$6 and bonus \$1 for 1907	78%	\$108 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	£1,418,173	\$368,711	\$27 for 1907	8%	\$345 sales
<b>SHIPPING.</b>								
China and Manila Steamship Company, Limited	10,000	\$15	\$25	£1,000,000 £266,058	\$1,025	\$1 for 1906	...	\$12 sellers
Douglas Steamship Company, Limited	20,000	\$10	\$50	£1,500,000 £250,000	nil	2/- for year ending 30.6.1908	2%	\$36
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$5	£1,500,000 £15,344	\$20,279	Final of 1/2 making \$2 for 1908	78%	\$314 sales
Indo-China Steam Navigation Co., Ltd. (Preferred) Do. (Deferred)	60,000 60,000	£15 £15	£25 £50	£1,500,000 £240,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/9 11/10 = \$3. 154	4%	(\$55 sellers \$58 buyers)
Shanghai Tug and Lighter Company, Limited (Preference) Do.	100,000	Tls. 50	Tls. 50	Tls. 75,000 £125,000 £25,000	Tls. 14,510	Final of Tls. 1/2 making Tls. 31 for 1908	71%	Tls. 53 buyers Tls. 55 buyers 61/-
"Shell" Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$10,000 \$10,000	\$68,817	Second interim of 1/- for 1/6 1908	...	\$16 buyers \$15 buyers
Star Ferry Company, Limited	10,000	\$10	\$5	£1,500,000 \$10,000	\$98	\$100 for year ending 10.4.1908 \$10.50 for year ending 10.4.1908	4%	31%
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 7,000 Tls. 44,100 Tls. 8,000	Tls. 2,215	Final of Tls. 1/2 making Tls. 21 for 1908	11%	Tls. 45 sales
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	10,000	\$100	\$200	£1,500,000 £36,848	Dr. \$5,858	\$5 for year ending 31.12.08	34%	\$141 sales
Lung Sugar Refining Company, Limited	7,000	\$100	\$200	none	Dr. \$135,813	\$3 for 1897	...	\$16
Pink Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,193	Tls. 31 for year ending 31.8.08	...	148: 200 buyers
<b>MINING.</b>								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,289	£11,556	Interim of 1/6 (coupon No. 12) for year ending 29.2.09	7%	Tls. 17 buyers
Rub Australian Gold Mining Company, Limited	150,000	£1	£1	£1,487	Dr. £1,191	No. 12 of 1/- = 48 cents	...	\$98 sales
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	£1,500,000 \$10,000	Dr. \$7,631	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	£1,500,000 \$10,000	\$30,808	Final of \$1 making \$1 for 1907	...	\$98 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	£1,500,000 \$10,000	\$87,978	Final of \$4 making \$8 for 1908	11%	\$70 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 33,742	Interim of Tls. 2/6 for 6 months ending 31st October, 1908	6%	Tls. 8; sellers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 50,000 Tls. 15,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	5%	Tls. 167 buyers
<b>LANDS, HOTELS &amp; BUILDINGS.</b>								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000 \$30,000	Dr. Tls. 4,134	Tls. 6 for year ending 20.2.09	6%	Tls. 101 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	£15	£15	£1,500,000 \$10,000	£4,330	\$2 for year ending 30.6.07	...	...
General Stores, Limited	10,000	£15	£15	£1,500,000 \$10,000	£14,641	\$1.20 on old and 60 cents on first new issue	...	...
Hongkong Hotel Company, Limited	8,000	£15	£15	£1,500,000 \$10,000	£18,975	Final of \$1 making \$6 for 1908	7%	...
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	£1,500,000 \$10,000	£19,113	Final of \$1 making \$7 for 1908	61%	39 buyers
Humphry Estate & Finance Company, Limited	150,000	£10	£10	£1,500,000 \$10,000	£21,199	60 cents for 1908	5%	\$30
Kowloon Land and Building Company, Limited	6,000	£10	£10	none	£21,261	\$1 for 19.8.	...	...
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,119,045 Tls. 31,000,000	Tls. 142,404	Final of Tls. 3, and bonus of Tls. 2 making Tls. 8 for 1908	61%	Tls. 120
West Point Building Company, Limited	12,500	£10	£10	none	£1,968	Final of \$1 making \$4 for 1908	9%	\$44
<b>COTTON MILLS.</b>								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,931	Tls. 8,820	Tls. 5 for year ended 31.10.1908	44%	Tls. 124 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000 \$10,000	\$9,553	50 cents for year ended 31.7.08	6%	\$84 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 100	Tls. 4,820	Tls. 4 for 1908	...	Tls. 112
See Chas Cotton Spinning Company, Limited	4,000	Tls. 50	Tls. 50	Tls. 100	Tls. 15,911	Tls. 50 for 1906	...	Tls. 400
<b>MISCELLANEOUS.</b>								
Bell's Asbestos Eastern Agency, Limited	8,604	12/5	12/5	£1,500	£648	1/10 per share for 1907 = 1.037	10%	\$101
China-Borneo Company, Limited	60,000	£10	£10	£1,500,000 \$10,000	Nil	\$1.20 or 10 cents	95%	\$212
China Light and Power Company, Limited	50,000	£10	£10	none	50 cents for year ended 28.2.06	...	...	\$6
Do. Do. special shares	50,000	£10	£10	none	50 cents for year ended 28.2.06	...	...	57
China Provident Loan & Mortgage Company, Ltd.	185,000	£10	£10	£1,500,000 \$10,000	£1,407	80 cents for 12.08	83%	592 sales
Dairy Farm Company, Limited	40,000	£7	£7	£1,500,000 \$10,000	£48	\$1.30 for year ending 31.7.08	78%	\$161
Green Island Cement Company, Limited	400,000	£10	£10	£1,500,000 \$10,000	£3,753	Final of 50 cents making 90 cents for 1908	101%	\$8,90 sales
H. Price & Company, Limited	12,000	£10	£10	£1,500,000 \$10,000	£3,521	75 cents for 9 months ending 31.12.07	8%	\$12 sales
Hill & Holt, Limited	21,000	£10	£10	none	£3,528	\$2 for year ending 29.2.09	91%	521
Hongkong Electric Company, Limited	60,000	£10	£10	none	£5,195	\$1 and bonus 20 cents, for year ending 29.2.09	61%	581 buyers
Hongkong Ice Company, Limited	5,000	£25	£25	£1,500,000 \$10,000	£7,016	Final of \$1 per share making \$1.9 for 1908	121%	\$55 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	£10	£10	£1,500,000 \$10,000	£6,790	Final of \$1 per share making \$2 for 1908	83%	\$24
Kaatschappij tot Mijn-, Bosch- en Landbouwzaak plattelat in Langkat, Limited	25,000	£10	£10	£1,500,000 \$10,000	£16,682	1st Quarterly div. of Tls. 21 for account 1909	4%	Tls. 1,175 b.
Peak Tramways Company, Limited	55,000	£10	£10	none	£7,467	80 cents on fully paid shares and 6 cents on 1st paid shares for year ending 30.4.08	6%	544 sales
Philippine Company, Limited	50,000	£10	£10	none	£8,136	5 cents for year ending 31.5.08	5%	\$83 sales
Shanghai Gas Company, Limited	75,000	Tls						